



# LEAGUE OF MICHIGAN BICYCLISTS

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October 31, 2017

Thank you Mr. Chairman and honorable committee members for this opportunity to testify. My name is John Lindenmayer. I am the Executive Director for the League of Michigan Bicyclists. LMB's mission is to promote bicycling and the safety of bicyclists on Michigan roadways. Our membership is comprised of individual cyclists, bicycle shops, clubs, organizations, manufacturers, trail managers, CVBs, bicycle-friendly businesses, and event organizers across the state.

LMB stands opposed to HB 4954. Section 10k is the long-standing requirement for communities to spend on average one percent of their transportation funds on non-motorized projects. Since 1978, Section 10k has funded essential public safety infrastructure such as sidewalks, crosswalks, curb cuts, shared use paths, wide shoulders, bike lanes, bicycle parking, signs, and pavement markings that support non-motorized travel. Additionally, planning documents, engineering, and even public safety materials aimed at educating the public about safely sharing the road are eligible under Section 10k.

Non-motorized infrastructure funded through Section 10k makes it easier and safer for people to walk and bike regularly. According to a recent study by MDOT, the annual economic impact of bicycling in Michigan is \$668 million. The avoided health care costs in Michigan due to physical activity from bicycling alone is \$256 million and the avoided costs of absenteeism for Michigan employees due to bicycling is \$187 million.

Michigan's Toward Zero Deaths campaign is a multi-departmental effort aimed at eliminating all traffic fatalities in our state. Altering the funding formula as outlined in HB 4954 is counter-productive towards this common sense goal. Additionally, Michigan legally committed to incorporating Complete Streets principals into future road projects through the passage of PA 134 and 135 of 2010, bipartisan legislation unanimously supported by your predecessors on this committee. This legislation undermines Complete Streets design principles aimed at providing safe transportation options for all roadway users.

Currently MDOT policy does not require line item reporting for Section 10k, making it difficult to pinpoint individual projects, however LMB has long supported efforts to make reporting more transparent. Nonetheless, Section 10k has contributed to countless projects in communities across the state including bolstering Safe Routes to School programs that provide safe opportunities for children to walk and bike to school.

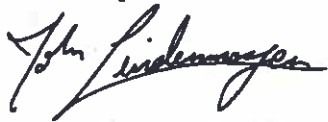
To reallocate limited funds focused on protecting our most vulnerable roadway users is not a sustainable solution to our state's infrastructure funding problems. Additionally, there is little evidence to suggest communities find it difficult to meet the minimum one percent requirement. In fact many communities, such as Lansing, Grand Rapids, Ann Arbor, and others voluntarily spend three to five percent annually. Further, the built in flexibility of the program allows road

agencies, large and small, to average their one percent spending over 10 years. This means that they are not required to annually spend one percent, but rather spend an average of one percent per year over a decade. This gives cities, villages, and road commissions the flexibility to bank these dollars in order to fund larger projects.

According to data from the Office of Highway and Safety Planning, bicycle fatalities are up in Michigan an alarming 81% from 2014. Of the 2,349 pedestrians involved in crashes in 2016, 165 (7.0%) were killed and 1,852 (78.8%) were injured. At a time when a disproportionately high number of bicyclists and pedestrians are being killed and injured in our state, we are concerned at the prospect of altering the funding formula to reduce non-motorized specific funding. LMB believes we should instead focus on opportunities to expand non-motorized infrastructure funding, not undermine it.

Thank you again for this opportunity to voice our opposition to HB 4954.

Sincerely,

A handwritten signature in black ink, appearing to read "John Lindenmayer", written in a cursive style.

John Lindenmayer  
Executive Director  
League of Michigan Bicyclists